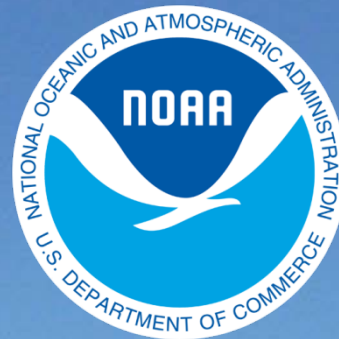


BookletChart™

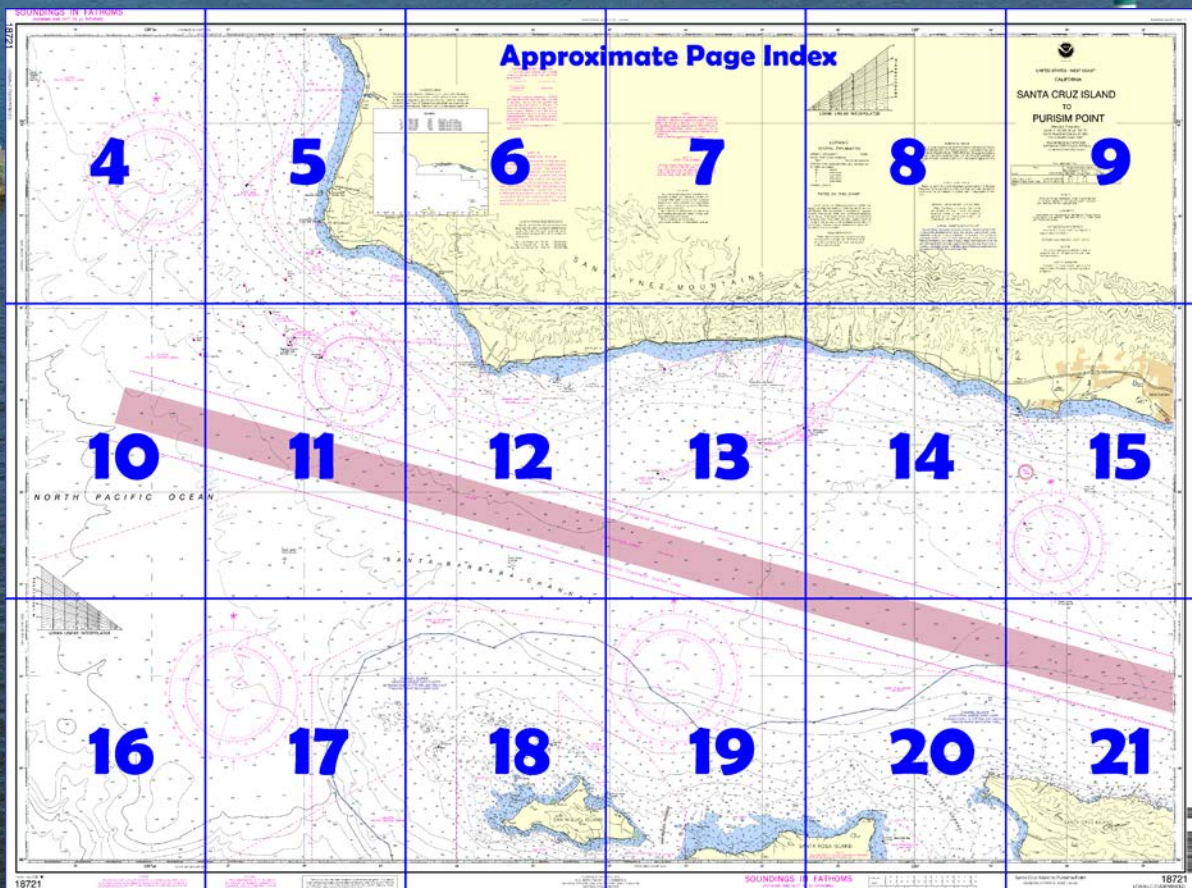
Santa Cruz Island to Purisima Point **NOAA Chart 18721**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

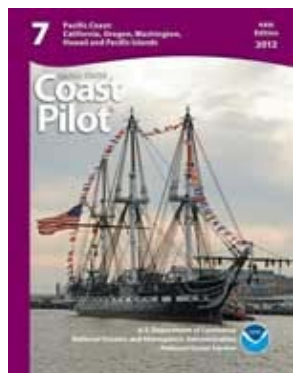
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18721>.



(Selected Excerpts from Coast Pilot)

The 8-mile coast from Santa Barbara W to Goleta Point consists of bluffs with short stretches of sand beach and is fringed with kelp 0.2 mile offshore.

Goleta Point, 6.2 miles W of Santa Barbara Light, is low and terminates in a cliff. A 1,475-foot pleasure pier is in the bight E of the point. A 4-ton hoist is available.

The 32-mile coast from Goleta Point to Point Conception is more rugged than that Eastward. **Cañada de la Gaviota**, 12

miles E of Point Conception, is a conspicuous break in the mountains back of this coast. A railroad skirts the shore over trestles and

embankments which cross the mouths of numerous gulches and arroyos. The kelp grows quite heavily, and in some places extends over a mile offshore. The Pacific Coast Highway parallels the coast from Santa Barbara to Gaviota, where it turns inland.

Oil well production heads covered 6 fathoms or more and submerged pipelines to shore extend as much as 3 miles offshore between Goleta Point and Point Conception. Several oil-well structures in the area are lighted and equipped with racons and fog signals.

Safety zones.—Safety zones have been established around oil drilling platforms and an offshore storage and treatment vessel mooring area, about 13 miles W of Goleta Point, in

34°23'27"N., 120°07'14"W. (**Platform Hondo**);

34°22'36"N., 120°10'03"W. (**Platform Harmony**);

34°21'01"N., 120°16'45"W. (**Platform Heritage**); and

34°24'19"N., 120°06'00"W. (**vessel mooring area**).

(See **147.1 through 147.20, 147.1105, 147.1106, 147.1114 and 147.1115**, chapter 2 for limits and regulations and chapter 3 under '**Oil well structures**' for additional information.)

Temporary drilling platforms can be found along this coastline and may be moved periodically. Mooring buoys for tankers are SW of Coal Oil Point and S of Gaviota.

Coal Oil Point, 1.8 miles W of Goleta Point, is low and may be distinguished by the strong odor of petroleum discharged by a spring. This odor is noticeable over 2 miles offshore.

Pilings of former piers and ruins of a drilling rig exist from Coal Oil Point for about 2.5 miles NW to the pier at **Ellwood**. The private 2,300-ft pier is owned by Arco Oil. Passage without local knowledge is not advisable. A rock covered 14 feet is at 34°25'18"N., 119°57'06"W., about 4.3 miles W of Coal Oil Point and 0.9 mile offshore; it is surrounded by kelp.

Capitan, 7.5 miles W of Coal Oil Point, is in a small bight which offers little protection to small craft. A lone tank stands on a bare hill 500 feet high and 0.3 mile inland.

Refugio Beach at Orella, 2.5 miles W of Capitan, is a State Park for camping at the mouth of the canyon. A small bight here offers some protection for small boats in northwesterly winds in about 15 feet. Oil is loaded from a submerged pipeline at **Gaviota**, 13.5 miles E of Point Conception. A number of large green storage tanks mark the inshore end of the pipeline. About 1 mile W of Gaviota is a State beach park with a 545-foot pleasure-fishing pier. An electric hoist for launching skiffs is available. The railway trestle along the beach is quite prominent.

Cojo Anchorage, 1.5 miles E of Point Conception, affords protection off the mouth of the Cojo Valley from moderate W and NW winds. The suggested anchorage is opposite a culvert under the railroad tracks in 5 to 10 fathoms, hard sandy bottom. The cove 1.7 miles E of this anchorage known as Little (Old) Cojo, is foul and affords little protection.

Point Conception, 118 miles NW of Point Fermin and at the W end of Santa Barbara Channel, is a bold headland.

Point Conception Light (34°26'55"N., 120°28'15"W.) is shown from a 52-foot white tower behind a building near the W part of the point. A low black rock, awash at high tide, is 220 yards offshore, SW of the light.

Danger and Safety zones.—**Danger zones** extend offshore from Point Conception to Point Sal. (See **334.1130**, chapter 2, for limits and regulations.) For additional information on Vandenberg Danger Zones, contact 800-648-3019 or 805-606-8825.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda

Commander

11th CG District

Alameda, CA

(510) 437-3700

Table of Selected Chart Notes

Corrected through NM Dec. 19/09
Corrected through LNM Dec. 01/09

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

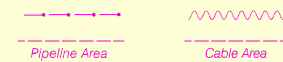
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

Mercator Projection
Scale 1:100,000 at Lat. 34° 25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Luis Obispo, CA	KIH-31	162.550 MHz
Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in Beachers Bay.

NOTE D AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas (MSC, IMO 59/33 Annex 21).

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.030' southward and 3.527' westward to agree with this chart.

HEIGHTS

Elevations of rocks, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations are in feet and refer the mean sea level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Point Arguello, CA	(34°35'N/120°39'W)	feet 5.2	feet 4.5	feet 1.0
Beachers Bay, Santa Rosa I.	(34°01'N/120°03'W)	5.1	4.4	1.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

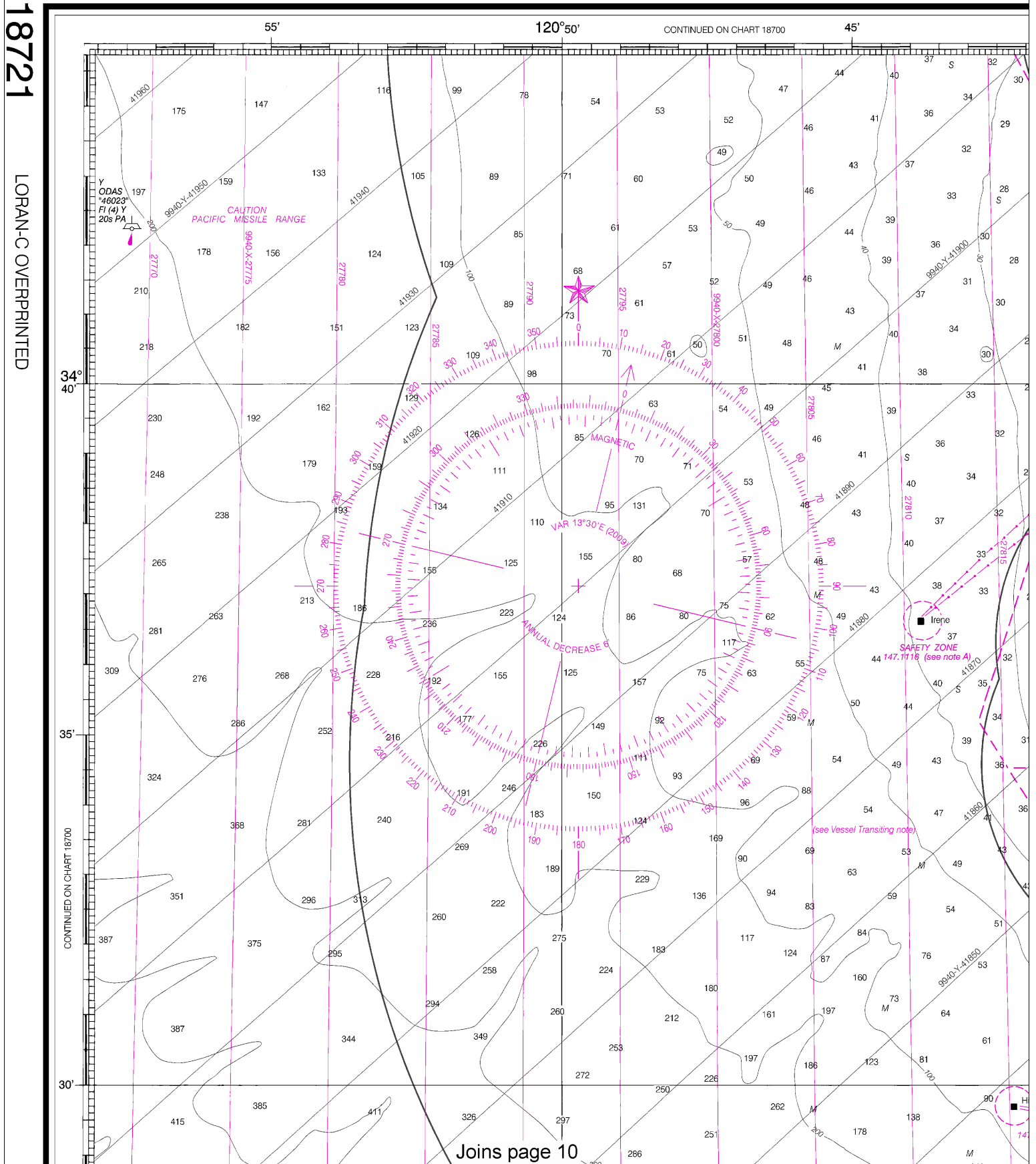
(Nov 2009)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18721

LOTRAN-C OVERPRINTED



Joins page 10

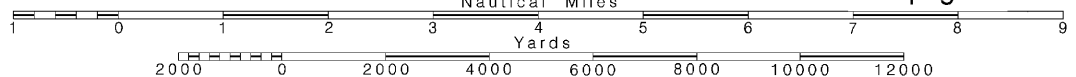
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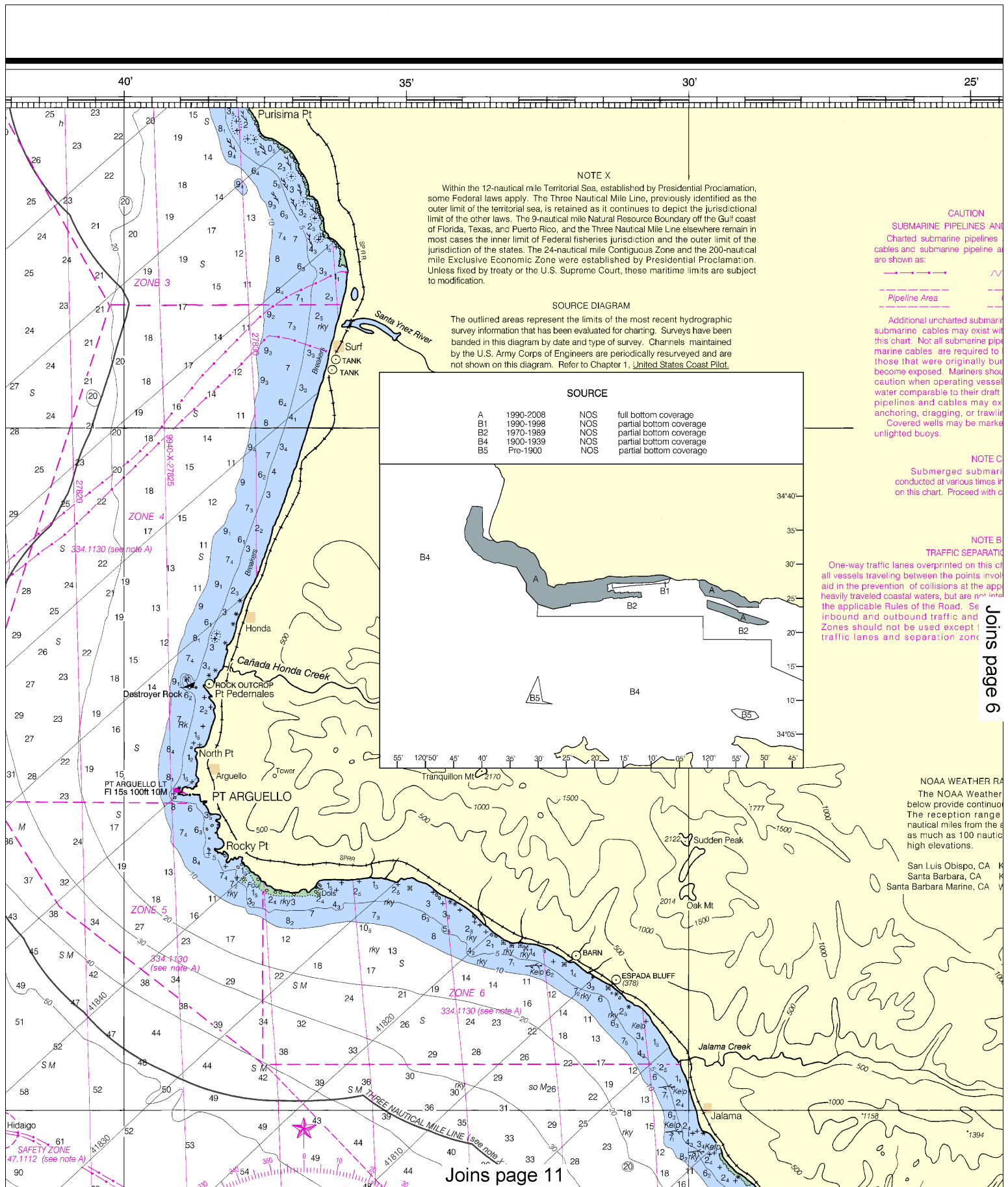
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

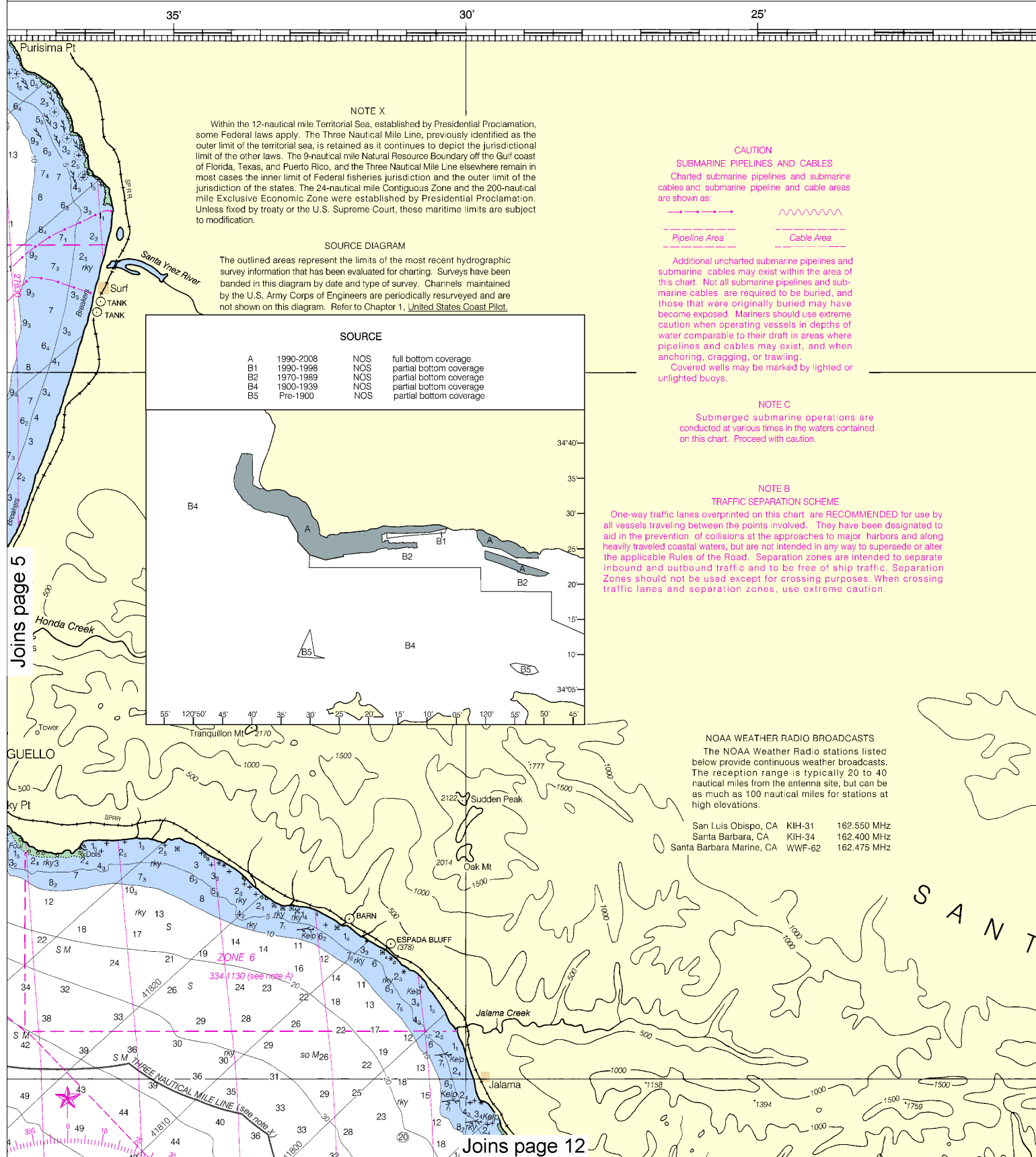
SCALE 1:100,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



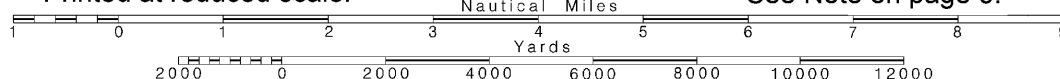
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



20'

15'

10'

05'

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

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Refer to charted regulation section numbers.

**NOTE D
AREAS TO BE AVOIDED**

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas (MSC, IMO 59/33 Annex 21).

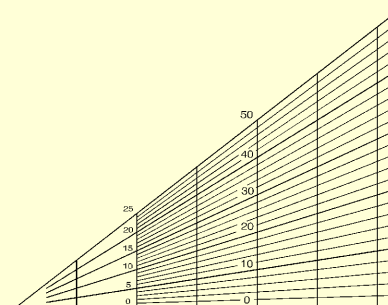
CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

**LORAN LINEAR INTERPOLATION****LORAN-C****GENERAL EXPLANATION**

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9940.....99,400 Microseconds

0000.....00,000 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master

W.....Secondary

X.....Secondary

Y.....Secondary

Z.....Secondary

EXAMPLE: 9940-X

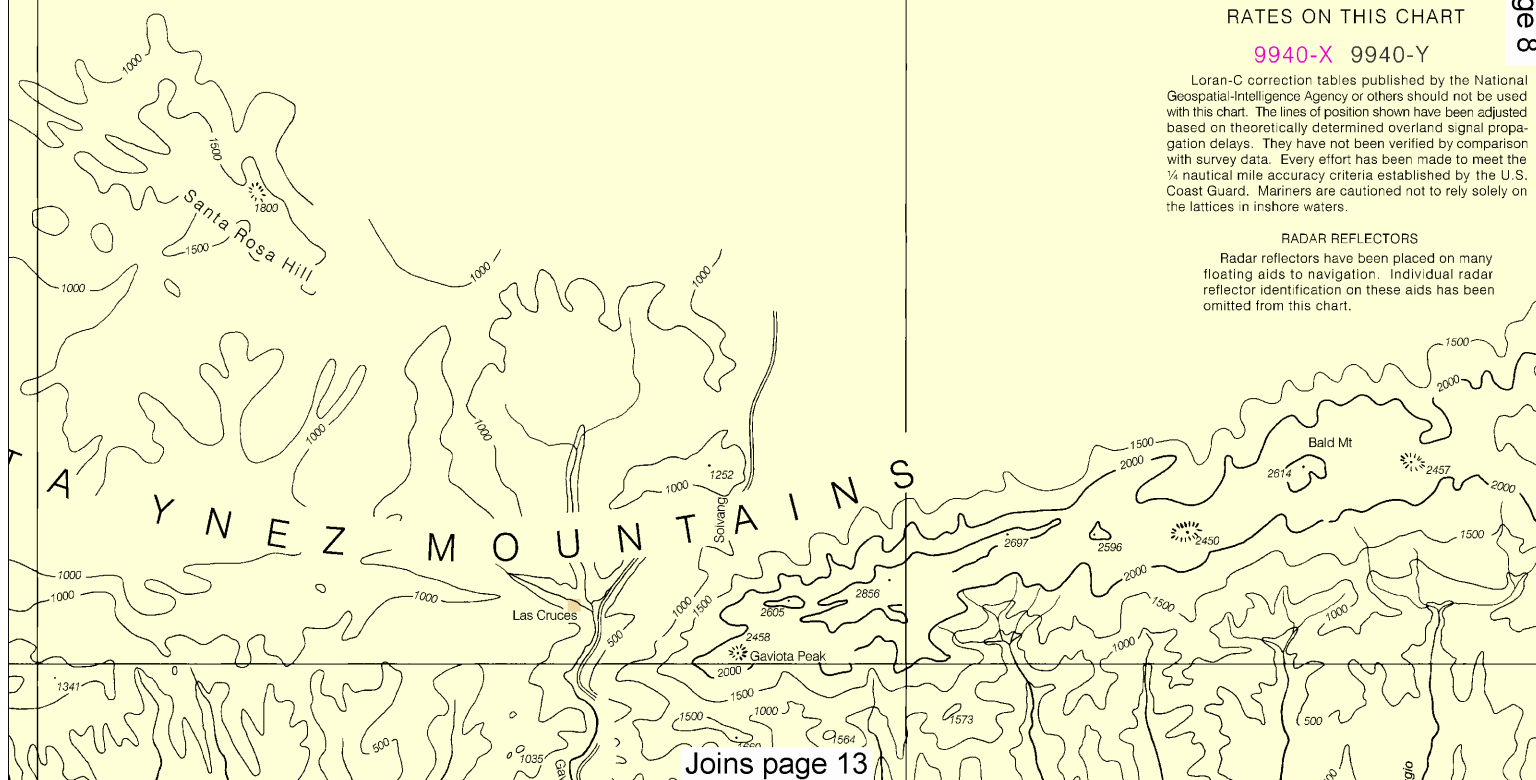
RATES ON THIS CHART

9940-X 9940-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

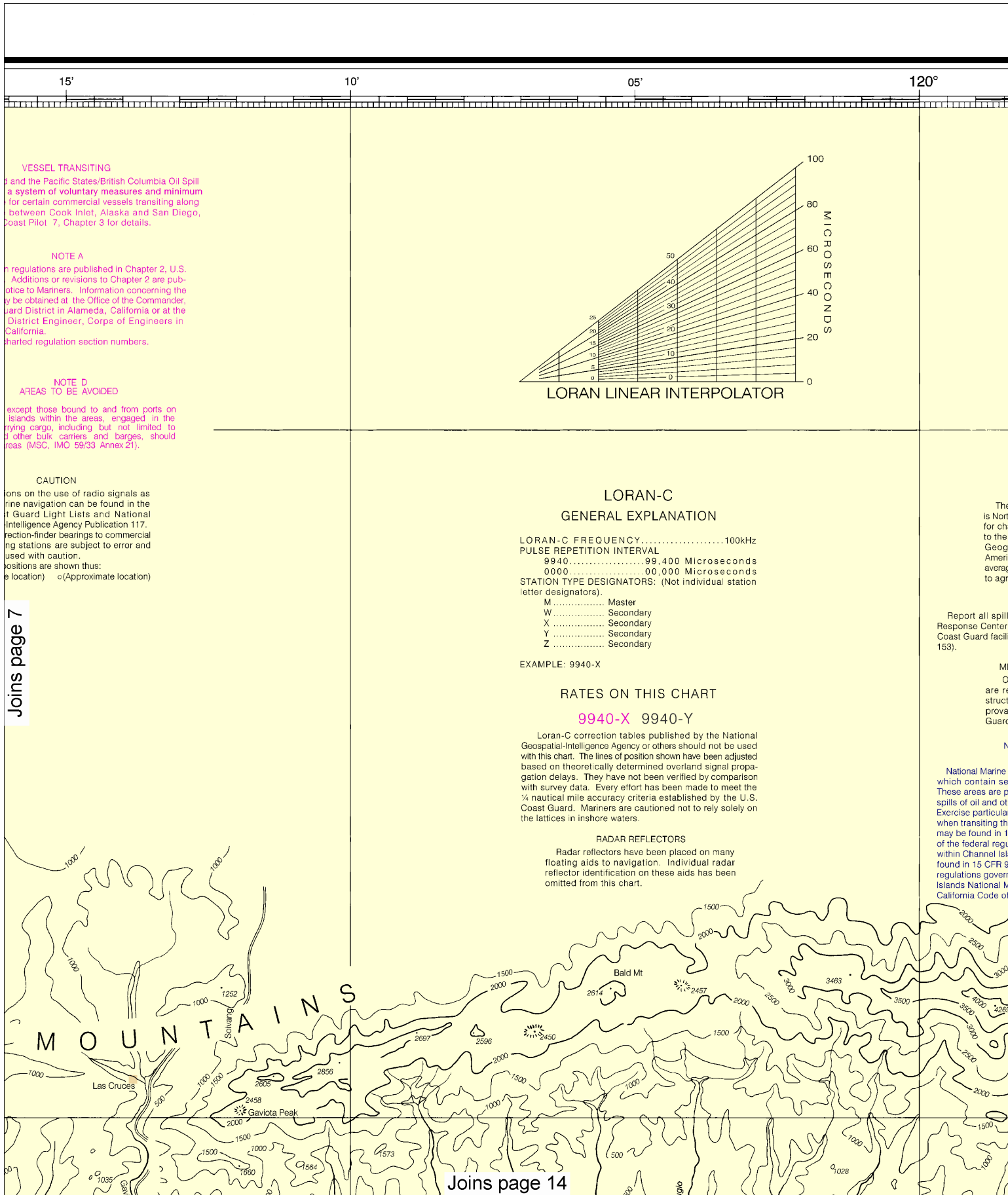
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Joins page 13

Joins page 8



55'

50'

45'



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - WEST COAST

CALIFORNIA

SANTA CRUZ ISLAND TO PURISIMA POINT

Mercator Projection
Scale 1:100,000 at Lat. 34° 25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Graphic positions referred to the North American Datum of 1927 must be corrected an age of 0.030" southward and 3.527" westward in accordance with this chart.

POLLUTION REPORTS

Reports of oil and hazardous substances to the National Pollution Discharge Reporting System (NPDES) or via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard if telephone communication is impossible (33 CFR 15.03-15.04-15.05).

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources, particularly sensitive to environmental damage such as oil and other hazardous materials, discharges and groundings. Exercise caution and follow applicable Sanctuary regulations in these areas. A full description of Sanctuary regulations is found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of regulations governing the Marine Protected Areas located within the Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state of California's Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 of the California Code of Regulations (CCR) section 632.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water
Point Arguello, CA	(34°35'N/120°39'W)	feet 5.2	feet 4.5	feet 1.0
Beechers Bay, Santa Rosa I.	(34°01'N/120°03'W)	feet 5.1	feet 4.4	feet 1.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Nov 2009)

HEIGHTS

Elevations of rocks, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations are in feet and refer to the mean sea level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

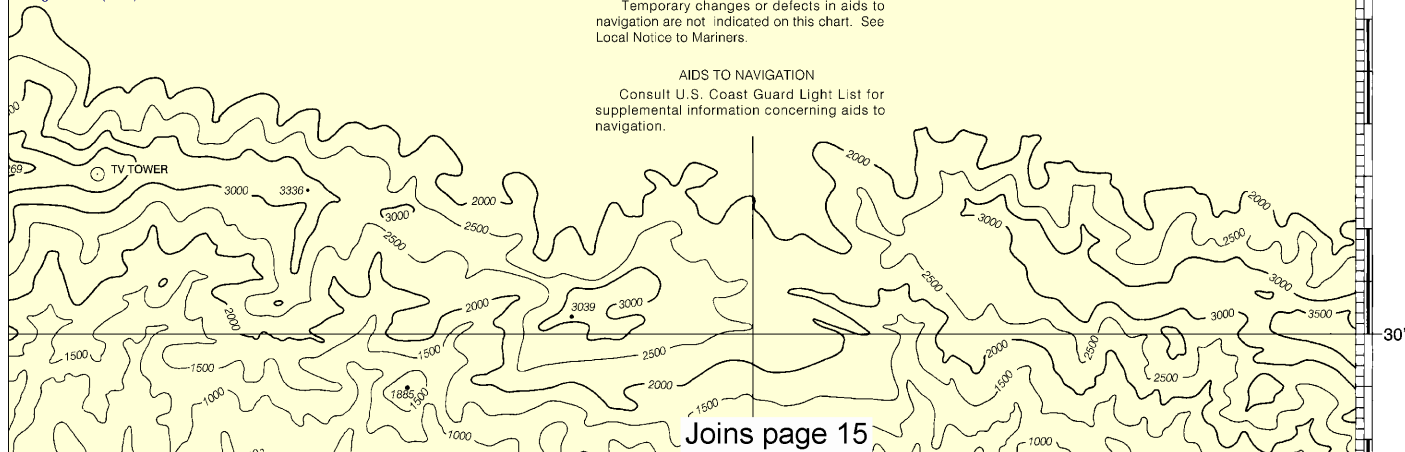
For Symbols and Abbreviations see Chart No. 1

CAUTION

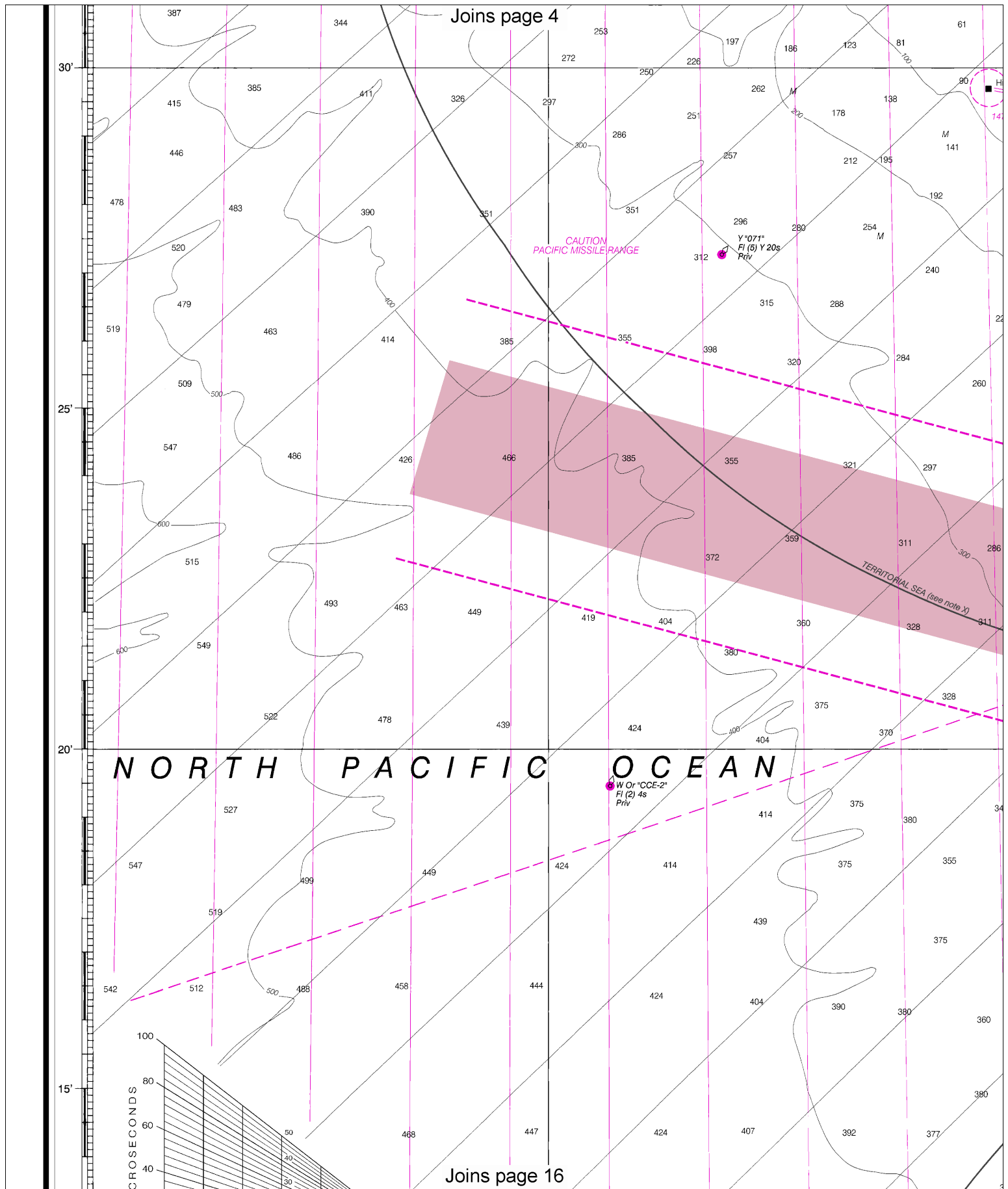
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



Joins page 15



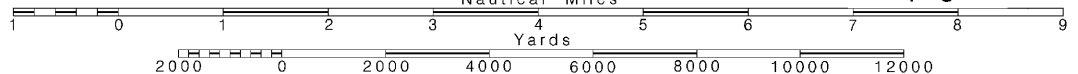
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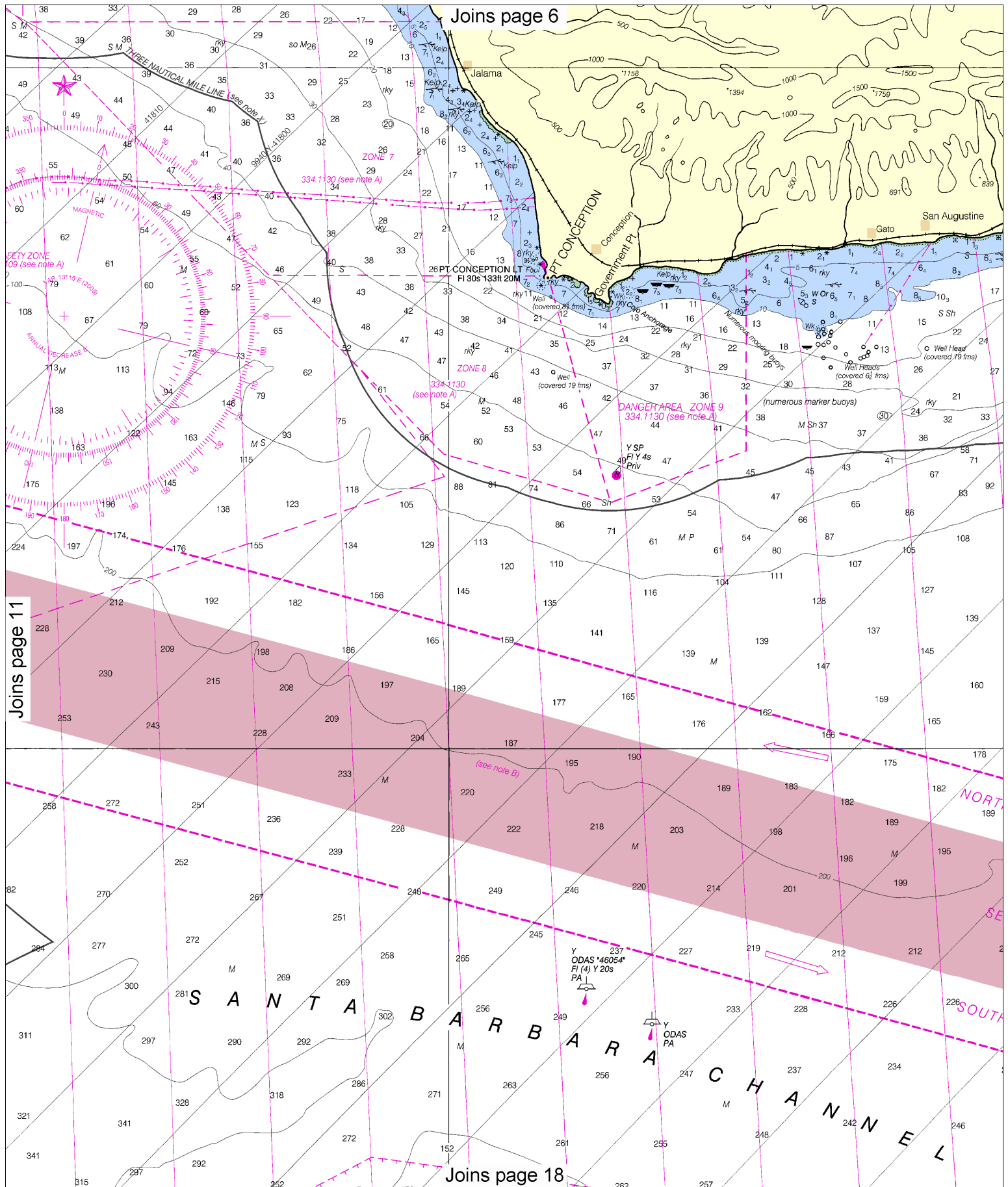
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

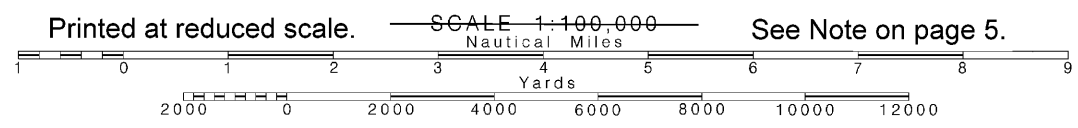
See Note on page 5.

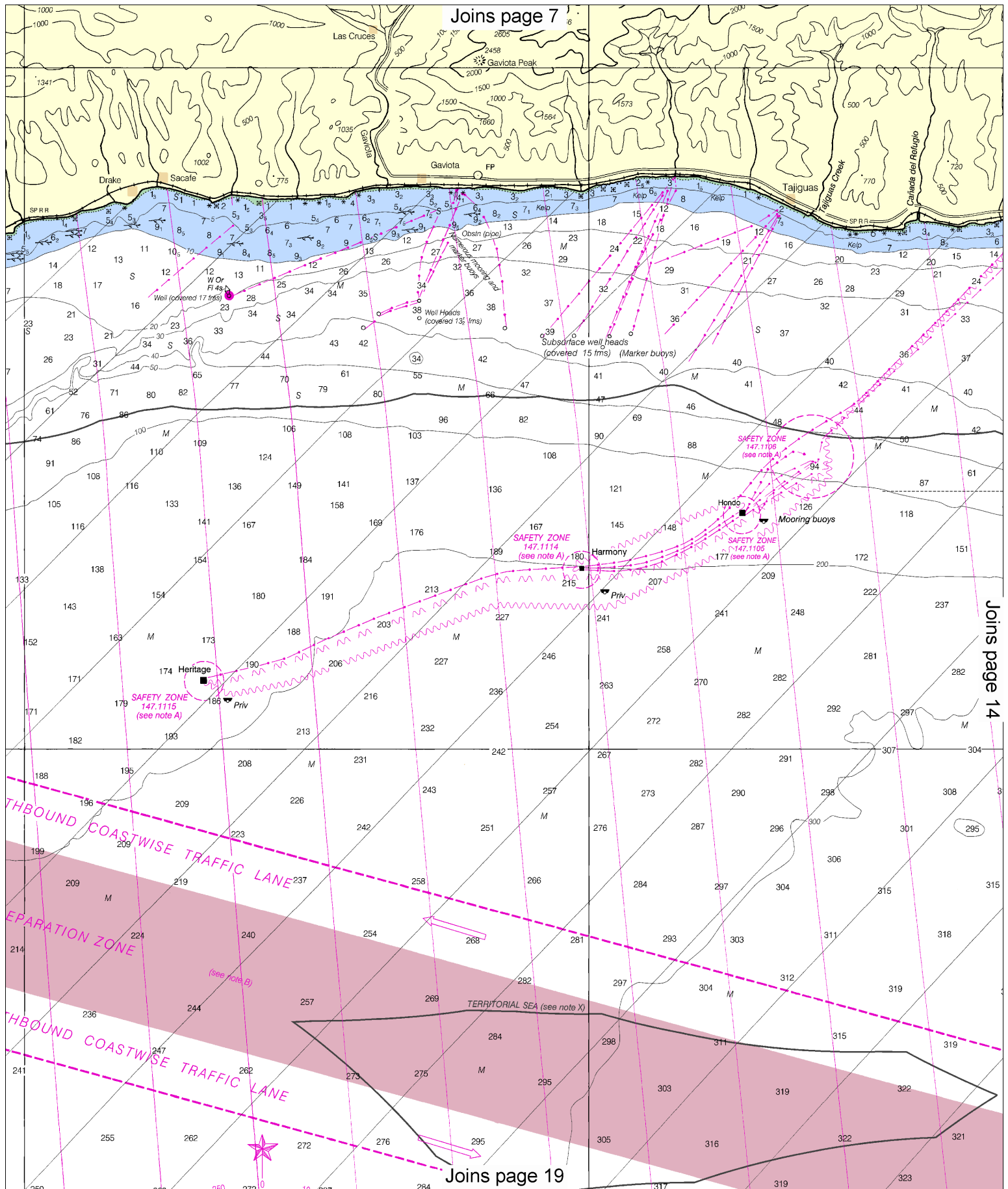


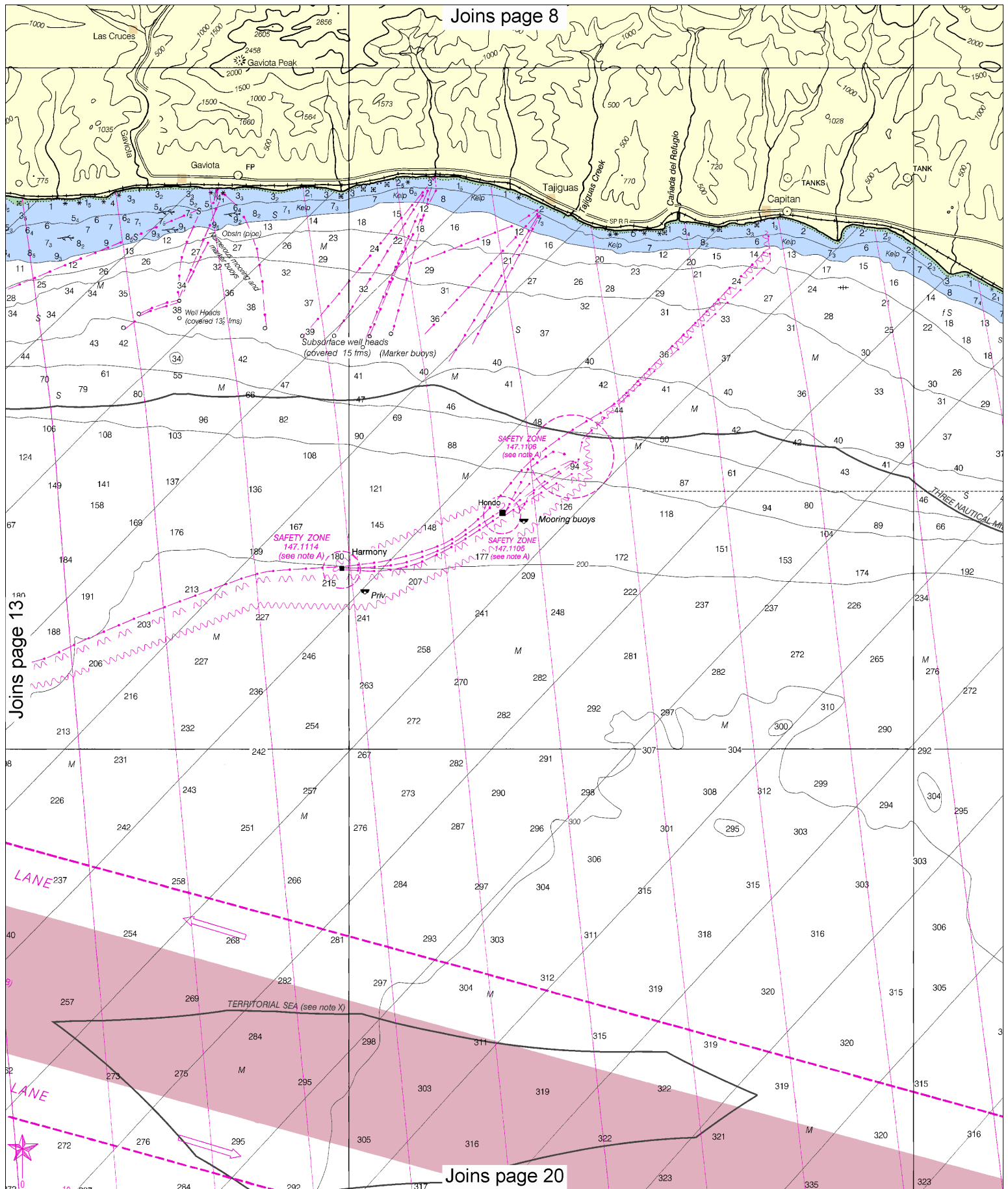


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Note: Chart grid lines are aligned with true north.







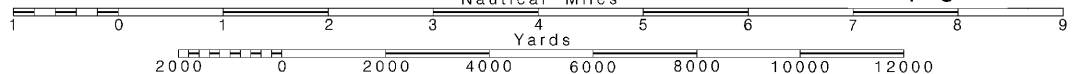
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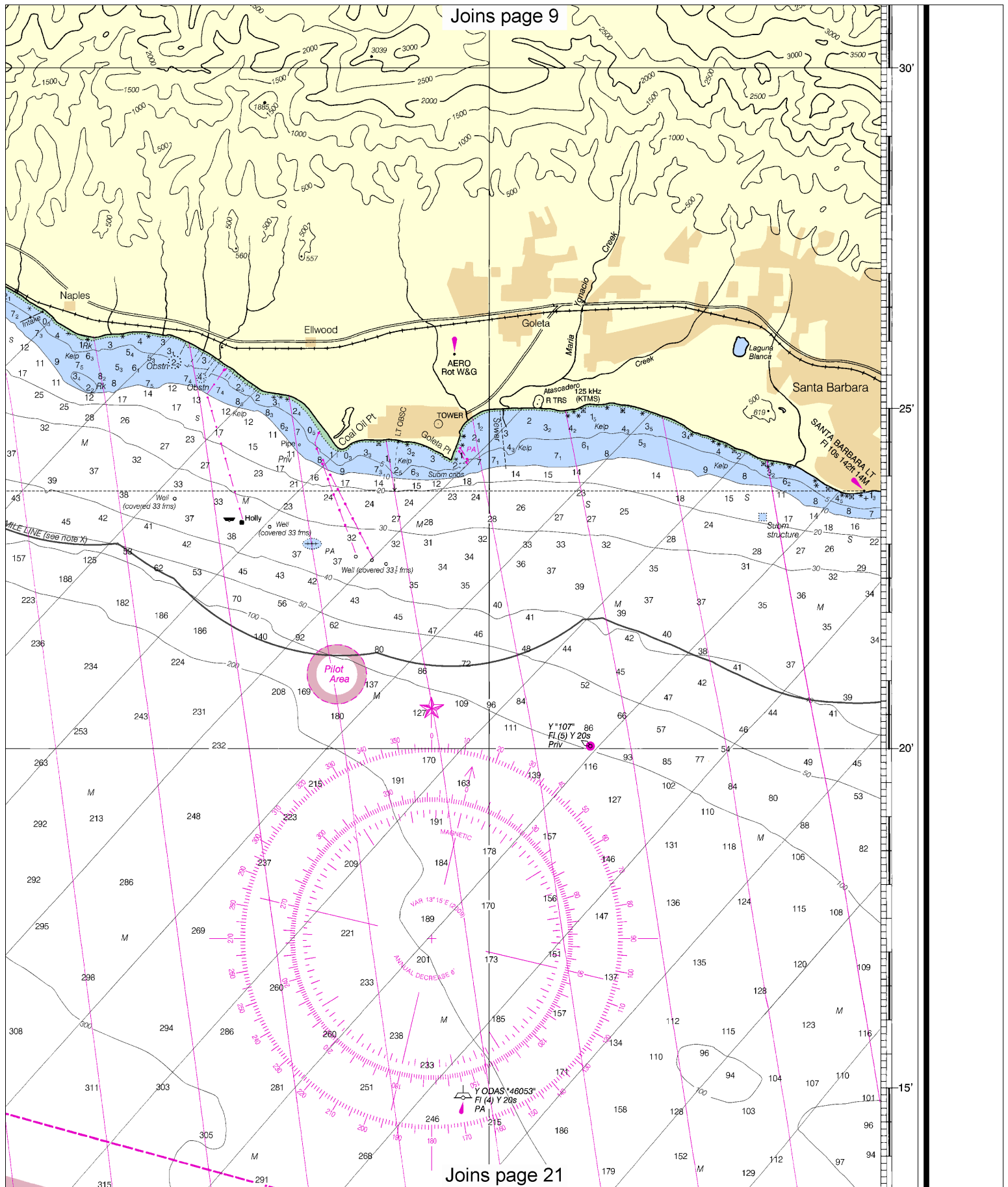
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Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

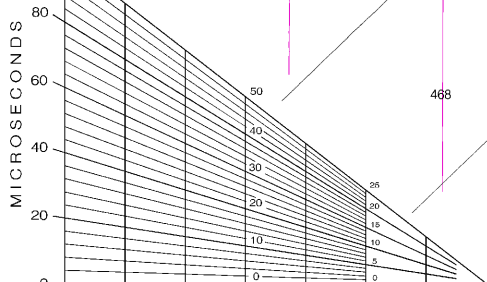




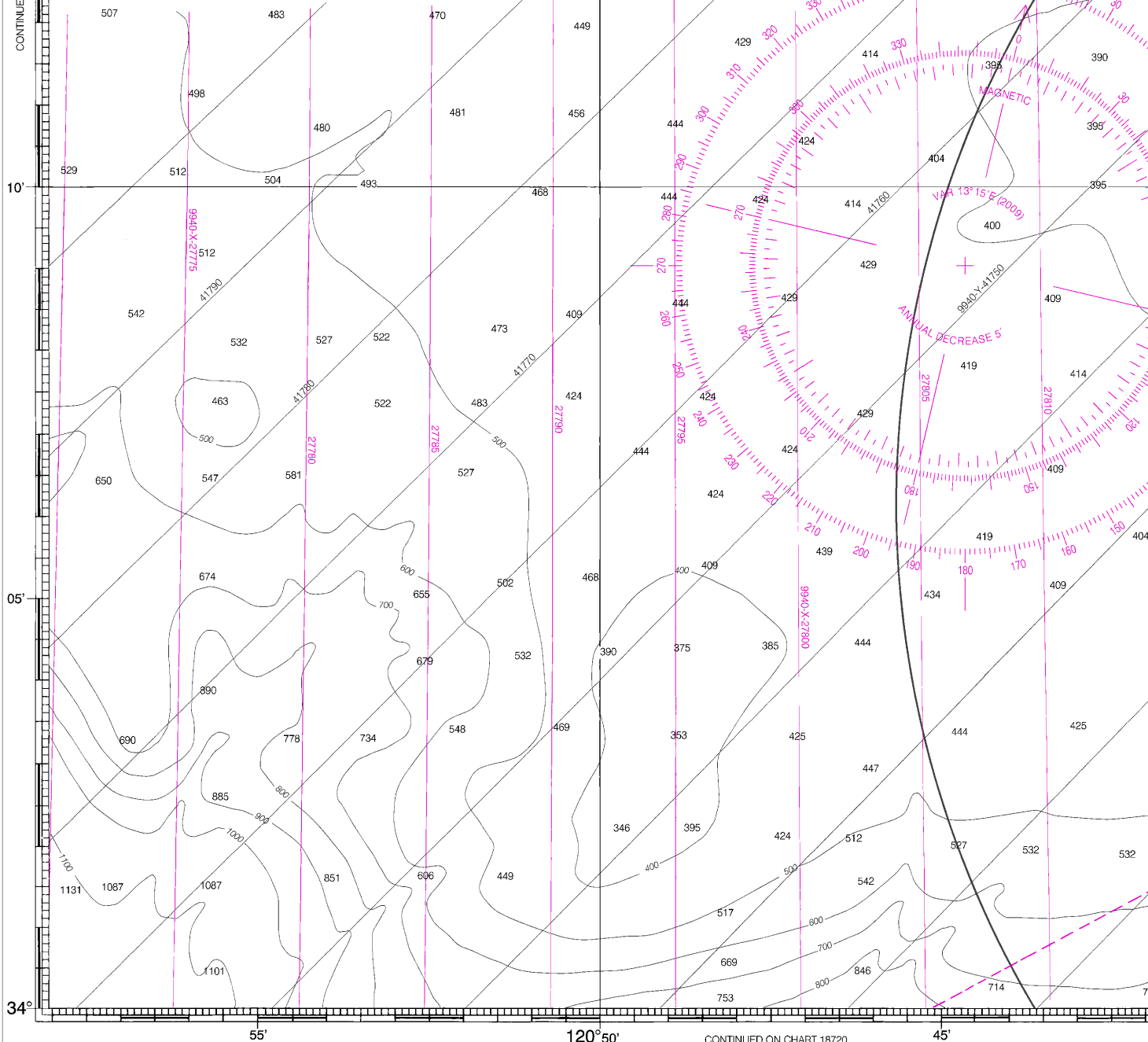
Joins page 9

Joins page 21

CONTINUED ON CHART 18720



LORAN LINEAR INTERPOLATOR



12th Ed., Dec./09 ■ Corrected through NM Dec. 19/09
Corrected through LNM Dec. 01/09

18721

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly of floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

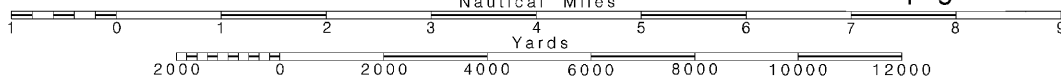
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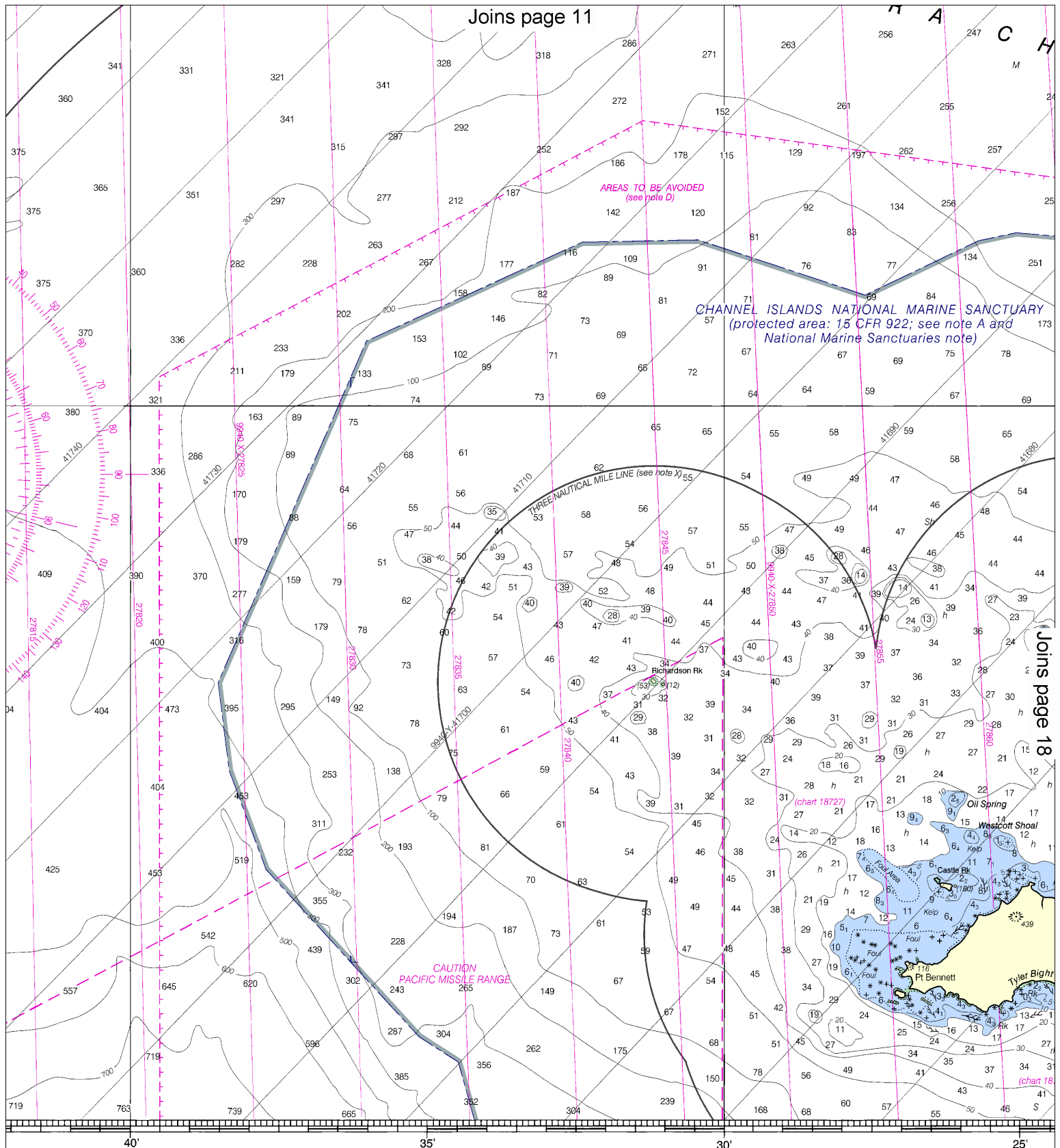
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

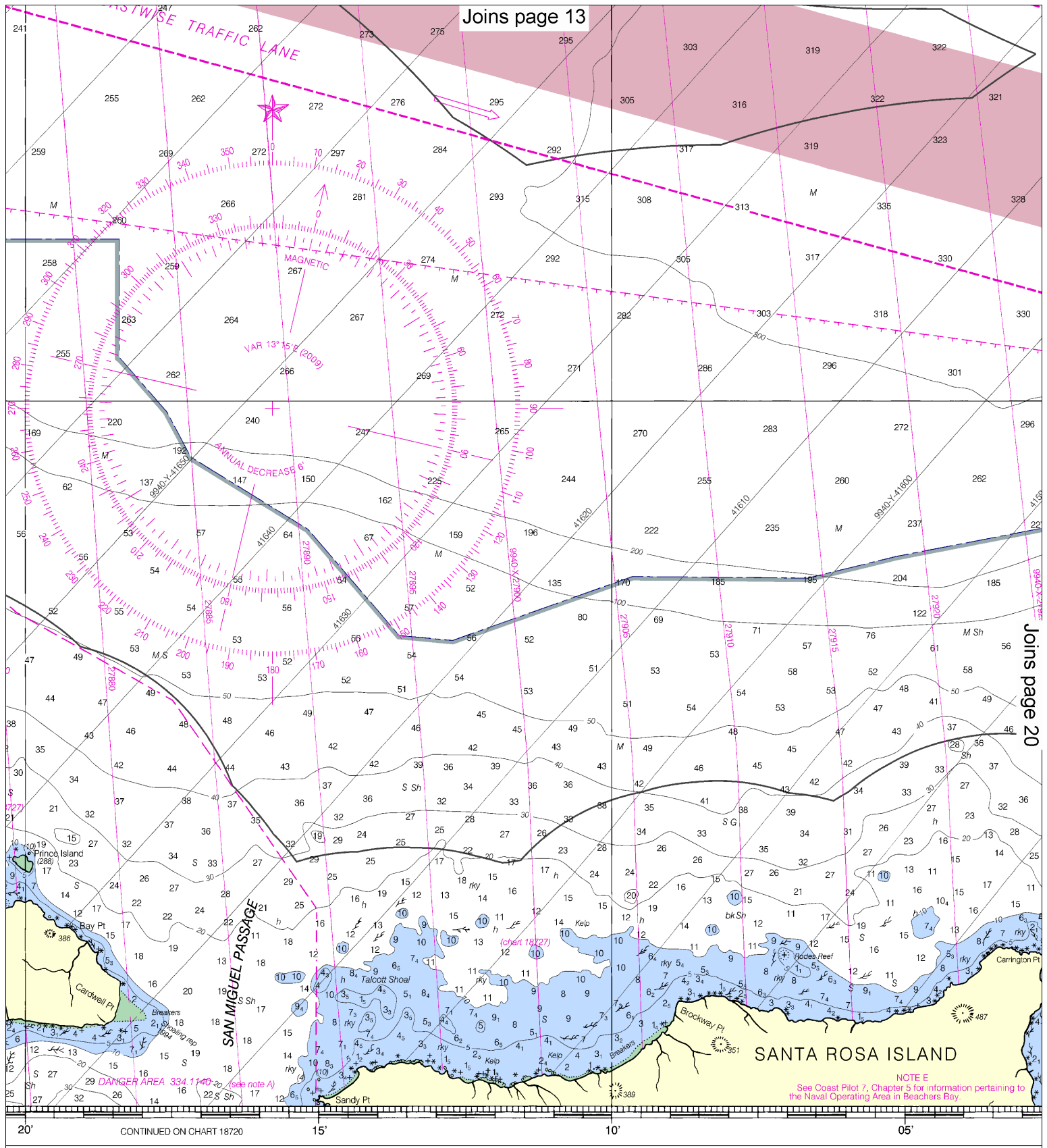
SCALE 1:100,000

See Note on page 5.





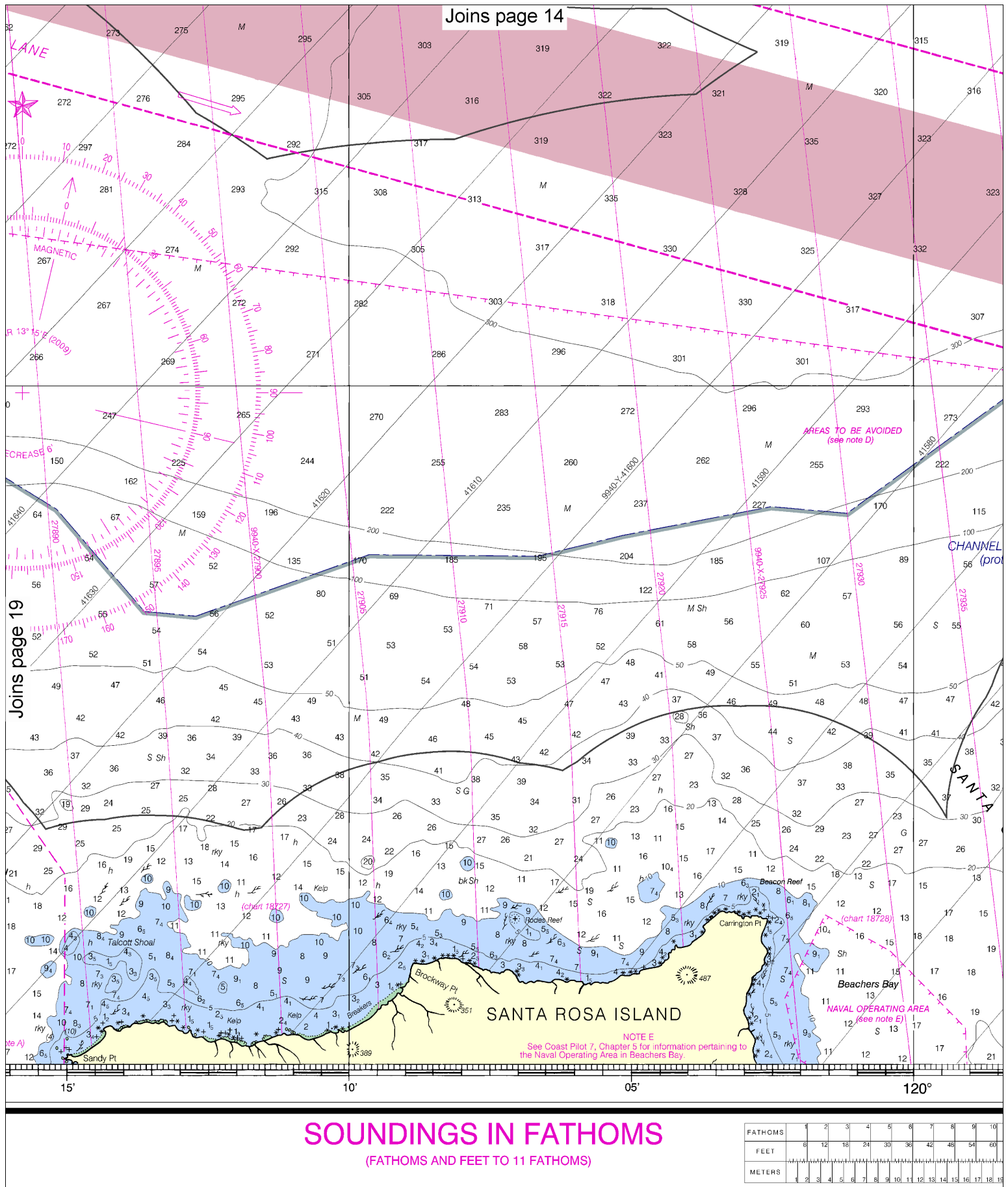
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



ington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
IN SERVICE
RVEY

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

FAT
FE
ME



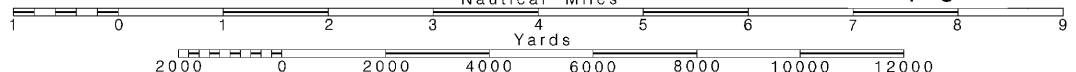
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



34

L ISLANDS NATIONAL MARINE SANCTUARY
Protected area: 15 CFR 922; see note A and
National Marine Sanctuaries note)

THREE NAUTICAL MILE LINE (see note X)

(chart 18728)

Santa Cruz Island to Purisima Point
SOUNDINGS IN FATHOMS - SCALE 1:100,000

18721
VERPRINTED

ED. NO. 12

NSN 7642014011550
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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

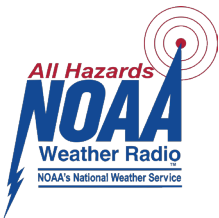
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

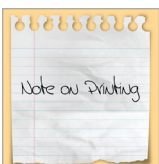
<http://www.nws.noaa.gov/nwr/>

Quick References

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Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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